

§ 23.149

of a sudden and complete failure of the critical engine, making allowance for a delay of two seconds in the initiation of recovery action appropriate to the situation, with the airplane initially in trim, in the following condition:

- (1) Maximum continuous power on each engine;
- (2) The wing flaps retracted;
- (3) The landing gear retracted;
- (4) A speed equal to that at which compliance with § 23.69(a) has been shown; and
- (5) All propeller controls in the position at which compliance with § 23.69(a) has been shown.

(c) For all airplanes, it must be shown that the airplane is safely controllable without the use of the primary lateral control system in any all-engine configuration(s) and at any speed or altitude within the approved operating envelope. It must also be shown that the airplane's flight characteristics are not impaired below a level needed to permit continued safe flight and the ability to maintain attitudes suitable for a controlled landing without exceeding the operational and structural limitations of the airplane. If a single failure of any one connecting or transmitting link in the lateral control system would also cause the loss of additional control system(s), compliance with the above requirement must be shown with those additional systems also assumed to be inoperative.

[Doc. No. 27807, 61 FR 5188, Feb. 9, 1996]

§ 23.149 Minimum control speed.

(a) V_{MC} is the calibrated airspeed at which, when the critical engine is suddenly made inoperative, it is possible to maintain control of the airplane with that engine still inoperative, and thereafter maintain straight flight at the same speed with an angle of bank of not more than 5 degrees. The method used to simulate critical engine failure must represent the most critical mode of powerplant failure expected in service with respect to controllability.

(b) V_{MC} for takeoff must not exceed $1.2 V_{S1}$, where V_{S1} is determined at the maximum takeoff weight. V_{MC} must be determined with the most unfavorable weight and center of gravity position and with the airplane airborne and the

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ground effect negligible, for the takeoff configuration(s) with—

- (1) Maximum available takeoff power initially on each engine;
- (2) The airplane trimmed for takeoff;
- (3) Flaps in the takeoff position(s);
- (4) Landing gear retracted; and
- (5) All propeller controls in the recommended takeoff position throughout.

(c) For all airplanes except reciprocating engine-powered airplanes of 6,000 pounds or less maximum weight, the conditions of paragraph (a) of this section must also be met for the landing configuration with—

- (1) Maximum available takeoff power initially on each engine;
- (2) The airplane trimmed for an approach, with all engines operating, at V_{REF} , at an approach gradient equal to the steepest used in the landing distance demonstration of § 23.75;
- (3) Flaps in the landing position;
- (4) Landing gear extended; and
- (5) All propeller controls in the position recommended for approach with all engines operating.

(d) A minimum speed to intentionally render the critical engine inoperative must be established and designated as the safe, intentional, one-engine-inoperative speed, V_{SSE} .

(e) At V_{MC} , the rudder pedal force required to maintain control must not exceed 150 pounds and it must not be necessary to reduce power of the operative engine(s). During the maneuver, the airplane must not assume any dangerous attitude and it must be possible to prevent a heading change of more than 20 degrees.

(f) At the option of the applicant, to comply with the requirements of § 23.51(c)(1), V_{MCG} may be determined. V_{MCG} is the minimum control speed on the ground, and is the calibrated airspeed during the takeoff run at which, when the critical engine is suddenly made inoperative, it is possible to maintain control of the airplane using the rudder control alone (without the use of nosewheel steering), as limited by 150 pounds of force, and using the lateral control to the extent of keeping the wings level to enable the takeoff to be safely continued. In the determination of V_{MCG} , assuming that the path of

the airplane accelerating with all engines operating is along the centerline of the runway, its path from the point at which the critical engine is made inoperative to the point at which recovery to a direction parallel to the centerline is completed may not deviate more than 30 feet laterally from the centerline at any point. V_{MCG} must be established with—

- (1) The airplane in each takeoff configuration or, at the option of the applicant, in the most critical takeoff configuration;
- (2) Maximum available takeoff power on the operating engines;
- (3) The most unfavorable center of gravity;
- (4) The airplane trimmed for takeoff; and
- (5) The most unfavorable weight in the range of takeoff weights.

[Doc. No. 27807, 61 FR 5189, Feb. 9, 1996]

§ 23.151 Acrobatic maneuvers.

Each acrobatic and utility category airplane must be able to perform safely the acrobatic maneuvers for which certification is requested. Safe entry speeds for these maneuvers must be determined.

§ 23.153 Control during landings.

It must be possible, while in the landing configuration, to safely complete a landing without exceeding the one-hand control force limits specified in § 23.143(c) following an approach to land—

- (a) At a speed of V_{REF} minus 5 knots;
- (b) With the airplane in trim, or as nearly as possible in trim and without the trimming control being moved throughout the maneuver;
- (c) At an approach gradient equal to the steepest used in the landing distance demonstration of § 23.75; and
- (d) With only those power changes, if any, that would be made when landing normally from an approach at V_{REF} .

[Doc. No. 27807, 61 FR 5189, Feb. 9, 1996]

§ 23.155 Elevator control force in maneuvers.

- (a) The elevator control force needed to achieve the positive limit maneuvering load factor may not be less than:

- (1) For wheel controls, $W/100$ (where W is the maximum weight) or 20 pounds, whichever is greater, except that it need not be greater than 50 pounds; or

- (2) For stick controls, $W/140$ (where W is the maximum weight) or 15 pounds, whichever is greater, except that it need not be greater than 35 pounds.

- (b) The requirement of paragraph (a) of this section must be met at 75 percent of maximum continuous power for reciprocating engines, or the maximum continuous power for turbine engines, and with the wing flaps and landing gear retracted—

- (1) In a turn, with the trim setting used for wings level flight at V_O ; and

- (2) In a turn with the trim setting used for the maximum wings level flight speed, except that the speed may not exceed V_{NE} or V_{MO}/M_{MO} , whichever is appropriate.

- (c) There must be no excessive decrease in the gradient of the curve of stick force versus maneuvering load factor with increasing load factor.

[Amdt. 23-14, 38 FR 31819, Nov. 19, 1973; 38 FR 32784, Nov. 28, 1973, as amended by Amdt. 23-45, 58 FR 42158, Aug. 6, 1993; Amdt. 23-50, 61 FR 5189 Feb. 9, 1996]

§ 23.157 Rate of roll.

- (a) *Takeoff.* It must be possible, using a favorable combination of controls, to roll the airplane from a steady 30-degree banked turn through an angle of 60 degrees, so as to reverse the direction of the turn within:

- (1) For an airplane of 6,000 pounds or less maximum weight, 5 seconds from initiation of roll; and

- (2) For an airplane of over 6,000 pounds maximum weight,

$$(W+500)/1,300$$

seconds, but not more than 10 seconds, where W is the weight in pounds.

- (b) The requirement of paragraph (a) of this section must be met when rolling the airplane in each direction with—

- (1) Flaps in the takeoff position;
- (2) Landing gear retracted;
- (3) For a single-engine airplane, at maximum takeoff power; and for a multiengine airplane with the critical engine inoperative and the propeller in the minimum drag position, and the